



**City of Bainbridge Island**  
*Meeting Summary*  
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May 11, 2006

Subject: COBI/WSF Joint Planning

**PRESENT:**

City of Bainbridge Island

Mayor Darlene Kordonowy

Council Member Chris Snow

Council Member Nezam Tooloee

Council Member Debbie Vancil

Washington State Ferries

Mike Anderson, Executive Director

Paul Brodeur, Director of Vessel Maintenance

Russ East, Director of Terminal Engineering

Celia Schorr, Acting Corporate Communications Director

**FACILITATORS:**

Marcia Wagoner, PRR, Facilitator

Cathie Currie, City of Bainbridge Island, Scribe

**MEETING MINUTES:**

This is the second meeting between Washington State Ferries and the City of Bainbridge Island to define issues and discuss a path forward between the agencies in planning for the larger ferry terminal area. The meeting began with updates from Mayor Kordonowy and Mike Anderson on what actions have occurred since the last joint planning meeting on April 24, 2006.

**COBI: (Darlene Kordonowy)**

- DOE extension letter request (30 days) on delaying issuing a determination on SEPA lead agency petition. Copy of letter provided.
- Scoping meeting for Eagle Harbor Maintenance Facility EIS set for May 16.
- June 15<sup>th</sup> scheduled hearing examiner appeal on Eagle Harbor.
- The City Council Ad Hoc committee reported to the full Council that the first meeting was productive, and that our second meeting was scheduled for today.

**WSF: (Mike Anderson)**

- Agreed to 2<sup>nd</sup> meeting and continuing discussion.
- Agreed with letter requesting 30 days.
- May 1<sup>st</sup> letter appealing DNS.



## City of Bainbridge Island

### Meeting Summary

### DRAFT COPY

#### COBI Questions

- After our April 24<sup>th</sup> meeting, we understood that WSF would be talking further with WSDOT to determine some positions on identified issues and opportunities to move forward. Have internal WSF discussions occurred?
  - Mike Anderson noted that Doug McDonald is out of the country. There was a briefing prior to his departure but a discussion of strategy has not occurred.
- After our April 24<sup>th</sup> meeting Council member Nezam Tooloee noted that his understanding was that WSF wanted a 30 day extension letter but per opening comments, it was stated that WSF “didn’t object” to the letter, which indicates something different.
  - Mike Anderson explained that he was trying to reflect WSF’s actions which were to respond rather than author the letter. Russ East had a phone conversation with Deborah Cade which said that COBI/WSF would go forward with the delay request together. Deborah was to work out details.
  - Darlene added that Paul McMurray, COBI Attorney, Deborah and Barbara Ritchie worked out the agreement.

#### EACH ORGANIZATION’S RESPONSES, POSITIONS:

##### WSF Position (Mike Anderson)

- WSF looking at impacts that are most visible to the majority of Islanders – terminal, related traffic.
- Maintenance Facility includes time-critical activities, including repairs to address potential structural failures.

##### Three bottom-line priorities for WSF:

- Location: Maintenance Facility stays at Eagle Harbor.
- SEPA: WSF maintains lead agency status.
- Boat Yard: The area specified in the Memorandum of Agreement is the amount of property that WSF would be willing to provide for the boat yard.

##### Two additional areas of priority where WSF can be more flexible:

- Parking: As plans develop, there may be opportunity for some flexibility of parking area to facilitate Boat Yard needs.
- Timing: It is important for WSF to stay on track, but they could consider slight delay if that were to help the process.



## **City of Bainbridge Island**

### *Meeting Summary*

### **DRAFT COPY**

Also,

- WSF is open to input on Maintenance Facility elements such as fencing and landscaping.
- WSF can approach the terminal design with more flexibility, greater opportunity for public input.

#### COBI Position (Mayor Kordonowy)

- Mayor Kordonowy asked all to review the City's letter of April 27 to WSF, paragraph two, "The City agrees to request that you delay issuing the SEPA lead agency petition determination for an additional 30 day period in order to allow the parties to come to an agreement on the manner in which the City and WSF will work together to address all aspects of the presence and impacts of WSF projects on Bainbridge Island."
- Holistic approach: The City believes it is important to take a holistic approach to the Maintenance Facility and Terminal projects, looking at the plans for the whole area and considering potential impacts on the larger Bainbridge Island community. Council member Tooloe referenced the "Mandala" image, which captures the "whole thing" –the maintenance facility, the terminal, Highway 305, and the Ferry District.
- Agreement: The City would like to reach an agreement with WSF on how to approach this effort and work together.

#### Timelines for Maintenance Facility and Terminal are different

- WSF needs to move forward quickly with the Maintenance Facility due to the structural repair issues there. If these issues are not addressed, an emergency situation might arise.
- The interior model of the facility will not change the function. WSF's goal is to improve the existing layout, much of it based on circa 1942 operations, for safety and efficiency. (This would include things like installing additional sprinklers, interior partitions, adding firewalls and conducting a seismic upgrade.)
- There is room for discussion on the improvement phase of the project (Phase 4), which would include construction of a new building but this phase has yet to be funded. This phase will go through a SEPA process. (Mike Anderson.)



## City of Bainbridge Island

### Meeting Summary

### **DRAFT COPY**

#### Clear structure for citizen input a priority for COBI

Whether or not the Maintenance Facility were to remain on the Island, the City's needs and wants are the same, per Mayor Kordonowy – to clarify:

- How the citizens may have a voice in WSF's plans
- How the community's values can influence the decision-making process.
- How the City can influence what happens at the Maintenance Facility.

#### WSF requests clarification of COBI's specific wants/needs regarding Maintenance Facility.

- WSF needs more specifics on the City's wants and needs, so that they can understand and respond based on what they might be able to address, and what they might not.
- Options Open: Council member Tooloe stated that the Council has intentionally chosen to keep options open because that allows more options once we take a holistic look at the bigger picture.
- Council member Tooloe suggested that there might be configurations that have been ruled out by WSF that might be reconsidered to meet the needs of the community. This would be at the level of specific design and layout, to be addressed by planners on both sides. It is possible that some of these options might cost more.
- He also suggested that the process should look at the option of relocating some portion or portions of the Maintenance Facility's operations off of the Island, or even to a different location on the Island, at some point in time.

#### Legislative funding commitment may limit flexibility at Maintenance Facility. (Mike Anderson)

- Re-exploring closed options could add to the project cost. It is possible, but unlikely, that if the project were to become more expensive, the Legislature would approve a request for additional funding. It is more likely that funds would need to come from reductions somewhere else in WSF's budget, most likely, the Bainbridge Ferry Terminal.
- The legislature's approval of \$38,000,000, for the project is a long-term investment. It is not likely that the Legislature would support WSF spending those funds if the maintenance operations and location were likely to change in the foreseeable future.

#### Importance of both parties understanding and respecting one another's needs.

- Council member Debbie Vancil stated that she believed that an important goal of this conversation is for both parties to understand and respect each other's needs. This is why the City is asking for a planning agreement.



## City of Bainbridge Island

### Meeting Summary

### **DRAFT COPY**

- Council member Vancil also suggested that if plans for the Ferry Maintenance Facility and Ferry District overall were to mesh with the \$100,000,000 the City is anticipating spending on actions coming out of Winslow Tomorrow, the Legislature might consider increasing its funding to WSF as the whole “package” would be more appealing.

#### Maintenance facility a critical need for WSF system-wide; distinction b/t public access and restricted access facilities (Mike Anderson, Russ East)

- The Maintenance Facility is a critical need for WSF services system-wide – the single most important facility. It is a challenge to remain flexible to take advantage of “big picture” opportunities while moving forward with necessary repairs to keep the facility operational.
- The Terminal is a public access facility, whereas the Maintenance Facility is a restricted facility, which limits options for flexibility in its design. It will also have certain un-alterable visual and noise impacts in order to maintain its operations.
- Because WSF is considered to be the nation’s biggest maritime security risk, even minor issues are “on the screen” of Homeland Security. WSF must meet stringent US Coast Guard requirements in the design and operations of the Maintenance Facility, which limit flexibility in design.

#### Community Round Table Meetings

- The community Round Table meetings on the planning for the Maintenance Yard have been very exciting and produced incredible ideas. (Celia Schorr, on behalf of Joy Goldenberg.)
- The next step is to hold a public meeting to invite input on the proposals emerging from that process. This is pending the City’s completion of its plans for the Boatyard.

#### Collaborative, creative approach to meet everyone’s needs.

- Russ East mentioned an unplanned conversation he had had with Sandy Fischer in which she asked whether it might be possible to cover the planned parking for the Maintenance Facility in order to provide a base for tennis courts to replace those which may be removed from Waterfront Park.
- Council member Snow noted that the City’s goal in establishing an agreement is to institutionalize this kind of collaborative, creative approach to design of the ferry facilities that will meet everyone’s needs.
- The City is looking for an agreement to collaborate, not a schedule to negotiate. If the Maintenance Facility is to stay, the City must understand “under what terms.”



## City of Bainbridge Island

### Meeting Summary

### DRAFT COPY

Eagle Harbor as “the jewel of the Island” – Islanders want assurance that WSF recognizes that they are a part of this larger whole.

- Eagle Harbor is the Island’s “front door.”

It is proximate to:

- Waterfront Park
- Eagle Harbor boating and recreational facilities
- Pritchard Park and the Japanese Internment Memorial.
- Some have suggested that Eagle Harbor itself IS the park, with multiple features including those listed above. (Mayor Kordonowy.)
- Islanders want WSF to recognize that they are a part of this larger whole.
- If the discussion is moving from “if” to “how” the Maintenance Facility will stay on the Island, it is important for the City to understand how that will impact Bainbridge Island. (Council member Vancil.)
- Everything WSF does here has impact – sound, noise, smell, economics, parking, security.

### Public & City input to Maintenance Facility Planning Process

- Council member Vancil noted that, when WSF began developing their plans for the Maintenance Facility, the City did not have a chance to share its plans for the future of the harbor and to discuss how the City and WSF can collaborate on “how” the WSF Maintenance Facility is going to be here.
- Citizens have concerns about the Homeland Security requirements and whether a high security facility is appropriate there.
- It is important to address citizen concerns beyond the cosmetic issues of fencing and landscape. Traffic impacts and economic impacts of the use of the site are significant citizen concerns. (Council member Vancil.)
- WSF has made an incredible effort in the past two years on public outreach and input. (Mike Anderson). When WSF began planning changes at the Maintenance Facility, they did not see it as a change of use or operations, as they will be doing the same thing as in the past 50 years, and operating within the same regulations.

### “The SEPA moment” (Russ East.)

- Would be triggered by planning for the storage facility. Construction of the facility would have potential impacts on the cap for the Superfund site, traffic, water, etc.
- A SEPA analysis would allow WSF to evaluate potential impacts, cost of mitigation, and overall appropriateness of the project.
- The SEPA process would provide opportunity for public involvement.





**City of Bainbridge Island**  
*Meeting Summary*  
**DRAFT COPY**

- WSF will begin planning during the 07-09 biennium, and that is when a budget request would go to Olympia for consideration by the legislature.

The Four Segments of Maintenance Facility Plans (Council member Tooloe)

- 1) Fix things that are broken.
- 2) Remodel interior to be more efficient, safer.
- 3) Seismic upgrades, essential to the operations of the facility for the long-term.
- 4) Storage facility.

Why not do SEPA now?

- Council member Tooloe noted that some people in the community are concerned that #2 and #3 are designed to enable #4.
- Segment 4 would be the trigger for the SEPA process, which would be the point of decision regarding whether the storage facility belongs on Bainbridge Island. (Mike Anderson)
- “Why not do SEPA up front before spending \$40,000,000?? (Council member Tooloe.)
- Moving the store room to the Facility location is an option, not a necessity. There are financial and efficiency reasons to move the store room to the Bainbridge site, but this is not crucial. (Mike Anderson.) WSF is willing to live with the possibility of a change in plans for the storage – they would still want to move ahead with segments 1, 2 and 3.
- Conducting the SEPA process on the entire project would take two years. This would preclude WSF staying on schedule for segment #1.
- Why not do segment 1 now, conduct SEPA on segments 2 – 4.
- Segments 1 – 3 are crucial to the survivability of WSF’s system. (Russ East.)
- Some are concerned that some activities in segments 1 – 3 appear to be beyond normal repair and maintenance activities. There might be reason to undertake mitigating actions to these activities under SEPA. (Council Member Vancil.)

What’s Next:

- Hold a follow up meeting.
- Think about what we’ve learned today.
- Think about what a planning agreement would look like. It is the City’s position that this should address all four planning processes: Maintenance Facility, Terminal, Highway and Ferry District.
- Council Member Snow noted that the agreement could be structured to accommodate the varied timelines of the WSF projects -- a global planning effort that begins with the Maintenance Facility, but includes holistic consideration of all four elements.



**City of Bainbridge Island**  
*Meeting Summary*  
**DRAFT COPY**

- It might be helpful to include a representative for the Highway (DOT) in these meetings.
- It would be helpful for the City to provide timelines for its other Eagle Harbor related projects – Waterfront Park, Pritchard Park, Memorial, etc. – for the next meeting.

Additional Discussion:

- WSF would like to provide a representative for the selection panel which evaluates candidates for the Ferry District Urban Design Study.
- Mayor Kordonowy requested that WSF write a letter requesting a delay in scoping meeting; Mike Anderson will explore this possibility.